

Mails.

NORDDEUTSCHER LLOYD, THE YOKOHAMA DOCK CO., LTD.

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"GOEBEN" Capt. B. Welhemi	About WEDNESDAY, 17th June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ HEINRICH" Capt. P. Grosch	THURSDAY, 9 A.M., 18th June.
MANILA, FRIEDRICH WILHELMSHAFEN, SIMPSONHAFEN, SAMARAI, SYDNEY and MELBOURNE	"MANILA" Capt. Miossen	THURSDAY, 5 P.M., 18th June.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. v. Senden	About FRIDAY, the 26th June.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	About the end of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 15th June, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, CALÉDOON, MARSEILLES, VIA PORTS	"TONKIN"	Charbonnel	23rd June, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, TOURANE, MARSEILLES, VIA PORTS	"POLYNESIE"	Broc	7th July, at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £17.10.0 to £21.10.0. 20 hours' railway from Marseilles to London.
Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 9th June, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.
GENOA TO HONGKONG in 30 DAYS.
NAPLES 29.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.
Connecting with the Canadian Pacific Railway.
FREIGHT TO OVERLAND PASSENGERS TO OVERLAND AND EUROPE via VANCOUVER.
YOKOHAMA—VANCOUVER.....13 DAYS.
LONDON AND PARIS.....26.

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.
Proposed Sailings:

* AMIRAL EXELMANS 25th July.	CEYLAN 26th Nov.
OUESANT 27th Aug.	CORSE 11th Jan.
MALTE 12th Oct.	

No passenger. * Intermediate class and rates of passage.
New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

[46]

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANIES

Hongkong, 24th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 60.5 ft. bottom 45.3 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Soonts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half June	JAPAN	Second half June
TJIKINI	JAPAN	Second half June	JAVA	Second half June
TJILATJAP	SHANGHAI	Second half June	JAVA	Second half June
TJIMAH	JAVA	Second half June	SHANGHAI	Second half June
TJILIWONG	JAVA	Second half June	JAVA	Second half June
TJIPANAS	JAVA	First half July	SHANGHAI	First half July

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 10th June, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

Hongkong, 28th March, 1908.

BARRETTO & CO.,

Agents.

Notice of Firm

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN TOMES & CO.,

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Hongkong, 28th March, 1908.

Dentistry.

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LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. HAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

11, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.

Hongkong, 16th April, 1901.

NARR ULLAH KHAN.

THE POWER BEHIND THE KABUL THRONE.

The power behind the throne in Afghanistan is divided between two people, who are each directly interested in the varying fortunes of the State. These two are Nazz Ullah Khan, brother of Habib Ullah, Ameer of Afghanistan, and the Queen Dowager, the Bibi Halima, wife of the late Ameer Abdur Rahman, and the mother of Sirdar Mahomed Omar Jan Khan.

Very possibly, and for the practical consideration of the present position of affairs, the influence of the Bibi Halima and her faction may be ignored, since Habib Ullah has taken effective measures to preserve his position from the intrigues of the Queen-Mother. The jealousy of his brother, Nazz Ullah, is a far more important and disturbing factor. Afghanistan needs the firm hand of a man who is as much a maker as a ruler of men, and Habib Ullah is weak-willed and so subject to the influence of his brother that the most commanding position at the Ameer's Court is that filled by Nazz Ullah Khan himself and his party.

THE POOR-DAH OF KABUL.

In a measure Habib Ullah understands the situation, but while the Bibi Halima and the Sirdar Mahomed Omar Jan Khan are so closely "protected" by the Ameer's bodyguard that they are State prisoners, it is more difficult for the Ameer to assail the position, occupied by his brother, as he is the Commander-in-Chief in consequence of his high rank, little attempt is made to curb Nazz Ullah's masterful will, and Habib Ullah's subjection to his attracted universal attention. Nazz Ullah Khan not only holds the position of Commander-in-Chief of the Afghan Army, but he is a Haafiz, or Repeater of the Koran, as well as a Shah-grassi, Gentleman Usher, and the Itwad-ul-Dowlah, or Pillar of the State.

In domestic politics Nazz Ullah is the leader of the Afghan party—that is, the party who, represented by the old Mussulman elders, are opposed to foreign influences and modern innovations. This faction opposed the late trip to India which the Ameer made, and it was due to its machinations that Habib Ullah encountered so much hostility on his return to his capital. In his official capacity, and at the instigation of the head mullahs, Nazz Ullah opposed the Danc Mission with the whole weight of his influence, and is the end secured its complete discomfiture. It was said at the time that Nazz Ullah's extreme antipathy to foreign intercourse and his hostility to Habib Ullah's Indian visit had incensed the Ameer against him, and that relations were on that account considerably strained between the Ameer and his brother. It is hardly possible, however, that Habib Ullah would risk a quarrel with Nazz Ullah because, in spite of his amiability, the Ameer does not possess a very secure seat upon the throne, and if open estrangement between the two sons of Abdur Rahman gave rise to an alliance between Nazz Ullah and the Bibi Halima, the intrigues of these two parties might very easily bring about his downfall.

THE POSSIBILITY OF TROUBLE.

Even as matters stand, it has always been recognised that Nazz Ullah himself aspires to the throne of Afghanistan, and there is no doubt that, should opportunity offer, he would make a bold bid for it. At the moment neither his plans nor his partisans are quite prepared, but if the reported rift between the two brothers were to widen, events in Afghanistan might move with incredible swiftness. It would be impossible to forecast the issue, since the influence of the mullahs would bring to the support of Nazz Ullah's party the great bulk of the Suni Mahomedans, whose real leader is Nazz Ullah, while at the same time Nazz Ullah as Commander-in-Chief could influence a large section of the army, in the provinces if not in the capital. At one time the Kabul garrison was loyal to the Ameer, but in the long absences from Kabul caused by the tours through India and his own dominions much may have happened and his hold become proportionately weakened.

Afghanistan, however, is the most powerful Mahomedan country in the world, if Turkey be excepted, and religion exercises a deciding voice in its affairs. The gross superstition prevailing in the country is the direct effect of this religious bigotry. The priests are the real rulers—not only the wise men who have made the pilgrimage to Mecca, but also the wandering fakirs, whose fanatical tendencies are so easily aroused. Nazz Ullah never has failed to identify himself with the mullahs' party, and on all public occasions he participates in whatever religious celebration may distinguish the event.

CLAIMANTS TO THE THRONE.

Nazz Ullah is the offspring of a Wakhan concubine named Gulriz, and his claim to the throne is in support of the theory that might is right; but, since possession is nine points of the law, and Habib Ullah is in possession, it is obvious that considerable effort will have to be made. The Bibi Halima, the second factor of the situation, and the wife of the late Abdur Rahman, lays claim to the throne through her direct descent from the Amir Dost Mahomed Khan. She is of the blood royal indubitably, and if she were in possession of her liberty would compel her son, Sirdar Mahomed Omar Jan Khan, to take the field. His chance of success in any rebellion would be as great as those enjoyed by his half-brother, Nazz Ullah Khan, who is full brother to Habib Ullah.

The disparity in the ages of these three sons of Abdur Rahman is a factor in the situation. Habib Ullah, born in 1872, and Nazz Ullah, born in 1874, are many years the senior of Sirdar Mahomed Omar Jan Khan, who was born in 1889. In this direction it is interesting to recall that the lawful heir to the throne, Sirdar Inayat Ullah Khan, the son of Habib Ullah, was born in 1888, and is actually six months older than his uncle, Sirdar Mahomed Omar Jan Khan. Habib Ullah, however, watches over the interests of his son very carefully, consolidating his position as Governor of Kabul, and it will be remembered that Habib

Ullah sent Sirdar Inayat Ullah Khan to India to greet Lord Curzon.

One of the alleged points of difference between Habib Ullah and Nazz Ullah is connected with the Ameer's attire. Habib Ullah, in his attendance at the Kabul Court, Nazz Ullah himself formerly appeared in the uniform of his military rank, but the Court attendants are clad in black cloth coats, vests, and trousers, circular astrakhan hats, and white collars, with black neckties. All who are desirous of attending a durbar must don this dress. Nazz Ullah's military uniform comprised a scarlet coat richly embroidered with gold lace, cloth trousers and white gloves; for head-gear he wore an astrakhan hat. In his attire as Commander-in-Chief there was not much difference between his own style and that adopted by the Ameer. In his official undress Nazz Ullah assumed a black uniform faced with revers of braid and deep astrakhan cuffs, black cloth trousers braided, and a patent leather knee-boots.

The Ameer upon ordinary occasions in public, wears the garb of an English gentleman, but Nazz Ullah always preferred to return to native dress, when he wore, silken trowsers, or pyjamas gathered in at the waist and falling in tapering folds from the hips to the ankles, silk socks, and an embroidered silk piran, or vest, which reached to the knees, a long-sleeved waistcoat in velvet embroidered in gold, and a loose coat richly ornamented with fur, or other decorative material. While Habib Ullah disapproves of ostentatious habilliment, Nazz Ullah, at the bidding of the priests, claims that foreign style costume is opposed to the tenets of the Mahomedan religion, and accordingly he has abandoned all foreign fashion clothing in favour of sacerdotal garb, whenever he is called to officiate at any public or official function. Nazz Ullah's sincerity perhaps may be questioned, but the cleverness of the move cannot be gainsaid. Naturally it appealed with silent force to the people whose secret prayer is Afghanistan for the Afghans.

In speech Nazz Ullah recalls the mannerisms of his father, Abdur Rahman. Of equal height with the late ruler of Afghanistan, he is not so bulky as his brother, Habib Ullah, although he, too, in feature is very like his father. In appearance he is of darker complexion than Habib Ullah, but his features are not so heavy. His temperament is morose, his manner reticent, and he lacks the bluff frankness of Abdur Rahman. At the same time, he suggests a man who thinks deeply, and possesses no small capacity for intrigue. His attitude towards current affairs in Afghanistan suggests, indeed, that he is alive to his own interests, although his views are distinguished for their bigotry and superstition.—*Pall Mall Gazette*.

Intimations.

FAHST BREWING COMPANY MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907.

[11]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.85 per Bag ex Factory.

SHEWAN TOMES & Co.,

General Managers

Hongkong, 28th April, 1908.

[12]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House, Property, &c.

Goods received on Storage.

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Loans made on the Provident System.

(Rates and Particulars on Application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN TOMES & Co.,

General Managers

Hongkong, 19th March, 1908.

[13]

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) of the body which gives many names, but which few of them really understand. It is simply a broken-down system, as it were, of the vital force, which maintains the system. No matter what may be the cause for the system being broken down, it is a condition of the body which is a warning of the approach of a serious disease of degeneration, which may lead to a premature death. Now, what can be done to prevent this? In all such cases it is necessary to have a course of VITAL STRENGTH & ENERGY.

To throw off these morbid feelings, and experience the power that as night succeeds the day, life must be more certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION No. 3.

than by any other known combination. As the system is broken down, it is necessary to have a course of directions accompanying it, with the standard health be restored.

THE EXPIRING LAMP OF LIFE

is a condition of the body which is a warning of the approach of a serious disease of degeneration, which may lead to a premature death. Now, what can be done to prevent this? In all such cases it is necessary to have a course of VITAL STRENGTH & ENERGY.

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To throw off these morbid feelings, and experience the power that as night succeeds the day, life must be more certainly secured by a course of

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ALEXANDRA BUILDINGS.

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MERCERISED LAWNS.
LACE STRIPES.
TAFFETTAS.

WHITE SUMMER MUSLINS.

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EMBD.
NAINSOOKS.
SPOT MUSLINS.

WHITE EMBROIDERED ROBES.

Wm. Powell, Ltd.,

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and
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Hongkong, 15th June, 1908.

To Let.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shawan, Tomes & Co.)

Apply to—
THE COMPRADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 9th June, 1908. [188]

TO LET.

SHOP and DWELLING HOUSE, No. 78, QUEEN'S ROAD CENTRAL.
ONE ROOM in PRINCE'S BUILDING, Top Floor.

Apply to—
S. J. DAVID & Co.,
Prince's Building.
Hongkong, 1st June, 1908. [559]

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.
A HOUSE in RIPON TERRACE.

OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16b, Des Vœux Road next to the Hongkong Hotel.

FLATS in MORETON TERRACE.
OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th June, 1908. [164]

TO LET.

NO. 16, CAINE ROAD, Six-roomed Dwelling House, Furnished. Rent moderate. HOUSES in AUSTIN AVENUE, Kowloon, facing harbour, cheap rental.

Apply to—
A. RAYMOND,
C/o S. J. David & Co.
Hongkong, 15th May, 1908. [48]

TO LET.

GODOWN No. 54, DUDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 8th May, 1908. [490]

TO LET.

NO. 4 and 8, LEIGHTON HILL ROAD.

Apply to—
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.
Hongkong, 30th March, 1908. [126]

TO LET.

A HOUSE in KNUITSFORD TERRACE, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th June, 1908. [195]

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 22nd May, 1908. [527]

TO LET.

GOOD OFFICES at 2, PRINCE STREET.

Apply to—
JARDINE, MATHESON & Co., LD.
Hongkong, 28th May, 1908. [548]

For Sale.

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NOW DESPAIR, but a cure is at hand, and a cure is at hand, and a cure is at hand.

NEW FRENCH REMEDY

1. THERAPION

A complete revolution has been wrought in the treatment of medical science, and the thousands who have been restored to health and happiness who have previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for diarrhoea, dysentery, cholera, and all diseases of the bowels, and all other ailments of the digestive system.

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THERAPION No. 3—A Sovereign Remedy for all diseases of the blood, and all other ailments of the blood.

THERAPION No. 4—A Sovereign Remedy for all diseases of the skin, and all other ailments of the skin.

THERAPION No. 5—A Sovereign Remedy for all diseases of the lungs, and all other ailments of the lungs.

THERAPION No. 6—A Sovereign Remedy for all diseases of the heart, and all other ailments of the heart.

THERAPION No. 7—A Sovereign Remedy for all diseases of the brain, and all other ailments of the brain.

THERAPION No. 8—A Sovereign Remedy for all diseases of the nerves, and all other ailments of the nerves.

THERAPION No. 9—A Sovereign Remedy for all diseases of the muscles, and all other ailments of the muscles.

THERAPION No. 10—A Sovereign Remedy for all diseases of the bones, and all other ailments of the bones.

THERAPION No. 11—A Sovereign Remedy for all diseases of the joints, and all other ailments of the joints.

THERAPION No. 12—A Sovereign Remedy for all diseases of the eyes, and all other ailments of the eyes.

THERAPION No. 13—A Sovereign Remedy for all diseases of the ears, and all other ailments of the ears.

THERAPION No. 14—A Sovereign Remedy for all diseases of the nose, and all other ailments of the nose.

THERAPION No. 15—A Sovereign Remedy for all diseases of the throat, and all other ailments of the throat.

THERAPION No. 16—A Sovereign Remedy for all diseases of the mouth, and all other ailments of the mouth.

THERAPION No. 17—A Sovereign Remedy for all diseases of the tongue, and all other ailments of the tongue.

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THERAPION No. 27—A Sovereign Remedy for all diseases of the ankles, and all other ailments of the ankles.

THERAPION No. 28—A Sovereign Remedy for all diseases of the legs, and all other ailments of the legs.

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THERAPION No. 30—A Sovereign Remedy for all diseases of the hips, and all other ailments of the hips.

THERAPION No. 31—A Sovereign Remedy for all diseases of the buttocks, and all other ailments of the buttocks.

THERAPION No. 32—A Sovereign Remedy for all diseases of the pelvis, and all other ailments of the pelvis.

THERAPION No. 33—A Sovereign Remedy for all diseases of the groin, and all other ailments of the groin.

THERAPION No. 34—A Sovereign Remedy for all diseases of the perineum, and all other ailments of the perineum.

THERAPION No. 35—A Sovereign Remedy for all diseases of the rectum, and all other ailments of the rectum.

THERAPION No. 36—A Sovereign Remedy for all diseases of the sigmoid colon, and all other ailments of the sigmoid colon.

THERAPION No. 37—A Sovereign Remedy for all diseases of the descending colon, and all other ailments of the descending colon.

THERAPION No. 38—A Sovereign Remedy for all diseases of the ascending colon, and all other ailments of the ascending colon.

THERAPION No. 39—A Sovereign Remedy for all diseases of the cecum, and all other ailments of the cecum.

THERAPION No. 40—A Sovereign Remedy for all diseases of the appendix, and all other ailments of the appendix.

THERAPION No. 41—A Sovereign Remedy for all diseases of the stomach, and all other ailments of the stomach.

THERAPION No. 42—A Sovereign Remedy for all diseases of the duodenum, and all other ailments of the duodenum.

THERAPION No. 43—A Sovereign Remedy for all diseases of the jejunum, and all other ailments of the jejunum.

THERAPION No. 44—A Sovereign Remedy for all diseases of the ileum, and all other ailments of the ileum.

THERAPION No. 45—A Sovereign Remedy for all diseases of the cecum, and all other ailments of the cecum.

THERAPION No. 46—A Sovereign Remedy for all diseases of the sigmoid colon, and all other ailments of the sigmoid colon.

THERAPION No. 47—A Sovereign Remedy for all diseases of the descending colon, and all other ailments of the descending colon.

THERAPION No. 48—A Sovereign Remedy for all diseases of the ascending colon, and all other ailments of the ascending colon.

THERAPION No. 49—A Sovereign Remedy for all diseases of the cecum, and all other ailments of the cecum.

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Intimations.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

WATSON'S HYGIENOL.

AND

BUBONIC PLAGUE.

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It is a well known fact that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided, by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea spoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE.

PRICES PER PINT 50 CENTS

GALLON \$2.00

A. S. WATSON & CO. LIMITED.

HONGKONG DISPENSARY.

Hongkong, 27th May, 1908.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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 Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On June 6, 1908, at Shanghai, to Mr. and Mrs. ARTHUR G. BRAY, a son.

DEATH.

On June 7, 1908, at Shanghai, NELLIE CONSTANCE, the beloved child of Major and Lucy Champion, aged 15 months.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 15, 1908.

THE COMMERCIAL STRUGGLE IN THE EAST.

Lancashire manufacturers are putting on their thinking caps in the hope of tackling the changing conditions of trade in the East. Mr. Langdon, the Chairman of the Manchester Chamber of Commerce, recently said that the Eastern markets were falling British merchants, and he pessimistically added that he was afraid there was little chance of their regaining these once profitable outlets for goods. A Yorkshire manufacturer, Mr. T. C. Taylor, who has just been through India, has also told his friends that the cotton industry has made such progress in India and Japan that these countries are already serious rivals to Lancashire, and he particularly mentioned, as a check to Manchester trade, the putting down of thousands of looms in the Bombay district for the weaving of the thicker counts of yarn. Notwithstanding these expressions of industrial development in the East, Lancashire firms have for a long time been active for general merchandise in a considerable field on the markets of India and Japan, as well as for

machinery, locomotive, and engineering work. It is, of course, a natural consequence that the supply of mechanical and electrical appliances to the East—the fitting up of additional mills, factories, warehouses, the improvement of harbours, the extension of railways, and the expansion of industry, must all tend, while yielding valuable supply contracts to English makers to rivalry in the markets for manufactured goods. But, as a rule, where there is keen competition, it is the better for the community of buyers, and very often to the advantage of manufacturers also; for the latter, put upon their mettle, show greater zeal in ascertaining the wants of particular districts, and by sending out more reliable and tasteful fabrics find their business increase. This fact has been specially noticeable in China and Japan, where mercerised goods have now a great vogue. English makers of all kinds of goods having had to depend on foreign correspondents in their offices and abroad, both for language and for knowledge of distant markets, have been rather at a discount in competition with foreign makers. The facilities of modern travel, and of education at home, seem likely, however, to place them on a more satisfactory footing. Lancashire manufacturers are, for instance, becoming by systematic journeying in the East, more familiar with the purchasing power, and needs, of the people and in Manchester they are supporting organisations which have for their object the special training of young Englishmen who are prepared to go abroad as the representatives and agents of English houses. These students are not only acquiring a knowledge of foreign languages, but of foreign business methods and of the best markets, and they are also taught now to do up new connections and to extend trade. Already many have been sent out with the best results; and there are splendid chances for young men of tact and enterprise in this direction, for manufacturers are always on the lookout for capable representatives. Meanwhile movements are on foot to improve the technical and commercial ability of these pioneers, who are given an insight into the various branches of industry, and instructed in every indispensable language, from Spanish to Chinese. It is possible, therefore, that Lancashire manufacturers are crying out before they are much hurt, and that, in the near future, they may recapture some of the trade they have lost, or obtain new and profitable customers. In the iron and steel branches, judging from the cargoes going out from Liverpool, there is not apparently much diminution of export to the East; and, despite competition, English firms manage to get a fair share of what is going. Lancashire locomotives, motors, machinery, implements, and iron and steel for all sorts of purposes are in request, and one Manchester firm, Messrs Heenan and Frondie, of the Newton Heath Ironworks, have recently succeeded in getting a large order from the Rangoon Port Trust for improvement of the harbour by the complete reconstruction of the jetties in steel. —*Julia European Trade Register*

LOCAL AND GENERAL.

THE English mail of the 16th May was delivered in London on the 13th inst.

A HAILSTORM burst on Tokio on 8th inst. of a violence without precedent in the last sixty years.

THE composers of the *Japan Gazette* of Yokohama have gone on strike. Publication is temporarily suspended.

THE American Steel Trust is negotiating for a contract to supply 1,000,000 tons of rails for the Siberian Railway at a cost of G. \$25,000,000.

A TOKIO despatch of 9th inst. says:—One naval engineer and ten divers, using two diving apparatuses, are engaged in the search for the body of Colonel H. Manin.

THE South Manchuria Railway is about to open a steamship service between Tairen and Shanghai. The N. Y. K. *Kobe Maru* will probably be chartered for the purpose.

TWO gambling raids, executed yesterday, resulted in the arrest of thirty-three men. Fourteen of these were captured at 4, Wo On Lane, the remainder at 21, Ship Street. They were all convicted at the Police Court to-day.

THIS AFTERNOON, in the Supreme Court, an action was brought before Mr. Justice Gompertz, by a contractor, to recover \$1,000 as damages from a village of Kowloon. It was alleged that the defendant had committed trespass and did certain damage to plaintiff's property. The hearing of the case is proceeding.

THE Chinese conito—Wong Cheong—who attempted to commit suicide on the hillside of Yau-mai on Friday last, was, at the Police Court, on Saturday, sentenced to one month's hard labour. It is stated that the magistrate (Mr. Wood) has proposed that the case, which presents many difficulties, should be reconsidered.

THE *Hankow Daily News* states that the burden of the compensation paid to Japanese ship-keepers who suffered during the recent riots has fallen on the Taoist of Constabulary Fang Che-kuen, who has been forced to sell three steam-launches for a sum slightly exceeding twenty thousand taels in order to meet the claim on his part.

GALLANTRY RECOGNISED.

PROPOSED PRESENTATION TO CHINESE COXSWAIN

The regular weekly meeting of the committee of the Tung Wa Hospital and Po Leung Kuk Society was held at the Tung Wa Hospital yesterday. After the regular business had been disposed of, a suggestion was brought forward by Mr. Ho Kam Tong to discuss the advisability of considering means for the adequate recognition of the signal services rendered by the Chinese coxswain of the steam-launch *Kam Shun* on the night of the wreck of the *s.s. Powan* on the 8th inst. After some discussion it was unanimously agreed to raise subscriptions with which to order a silk flag for the *Kam Shun* and a gold medal for presentation to Lau Tai, the coxswain. If the amount subscribed will permit of the expenditure, smaller medals will be given to the members of the crew as well. The resolutions were proposed by Mr. Ho Kam Tong and seconded by the chairman of the meeting, Mr. Tam Hok Po.

It is proposed that the presentation shall assume the character of a public function in order to stimulate our Chinese fellow-citizens of the lower orders to emulate the good example of the master of the *Kam Shun*.

CANTON DAY BY DAY.

ANTI-OPIMUM CRUSADE.

[From Our Own Correspondent.]

Canton, 13th June. In spite of the fact that the regulations for the prohibition of opium smoking have been strictly enforced by the Provincial authorities, and they have from time to time issued proclamations on the subject, three opium dens were found yesterday doing a clandestine trade, in the vicinity of the Sit Pak Mun gate. The Panyu magistrate, on information received, at once sent officers to seal up these dens and arrest the keepers to be dealt with.

ARMED ROBBERY.

A case of armed robbery, in which ten persons were killed, was reported to Canton yesterday. A week ago a gang of robbers attacked a house in Kam Kai village, in Ching Yuen district; they entered the house and carried away all valuable articles that they could lay their hands on. When they were about to decamp with the booty, they set fire to the premises. At the time there were altogether ten persons in the house; all were burnt to death.

TRANSFERS.

Mr. Lum Shi Fan has been appointed deputy of Foreign Affairs at Swatow to relieve Mr. Liang Lan Fan who has been appointed Chinese Consul-General to Bendigo, Australia.

Weng Jen Wen, ex-Provincial Educational Commissioner, left here to-day on board a gunboat for Hongkong en route for Szechuan to take up his new appointment there as Provincial Treasurer.

MARINE COURT.

In the Marine Magistrate's Court, this morning, before the Hon. Commander Basil Taylor, R.N., Policeman Bird charged Yeung Ping, Ho Sam, Chiu Luk, Leung Mui, boatmen of licensed cargo-boats, and Ho Kan and Chan Shing, masters of licensed cargo-boats, with unlawfully making fast to the *s.s. Signal* in such a manner as to cause an obstruction to the Central Railway on the 14th inst. in Victoria harbour. The defendants pleaded guilty. P. C. Bird stated that at 11.30 a.m. on the 14th inst., he found defendants' boats lying astern of the *s.s. Signal*. They were all large cargo-boats and were made fast abreast of each other.

All the defendants unanimously stated that they were told by a fuki in the shop to go to the *s.s. Signal*. They were told to go to the Captain of the ship to make fast astern. A fine of \$3 was imposed in each case, or in default, 7 days' hard labour.

ACCORDING to a native paper, the Ministry of the Interior is about to promulgate the new code of regulations for the control of the opium monopoly bureaux throughout the Empire.

THE Chinese Engineering and Mining Co. Ltd. announces that the total output of the Company's three mines for the week ending May 30, 1908, amounted to 28,419.23 tons and the sales during the same period to 25,844.20 tons.

BARON Chinda, Vice-Minister of Foreign Affairs, and Baron Hayashi, former Minister to Peking, have been appointed Japanese Ambassadors to Germany and Italy, respectively. Mr. Yamaza is appointed Secretary of Embassy in London in the place of Count Mutsu Hirokichi. Mr. H. Ijuin, Councillor of Embassy in London, is appointed Japanese Minister in Peking.

THE Huangpu Conservancy Board has secured a strange trophy to the form of a small cannon which was recently brought up in the Junk Channel by a dredger in one of its capacious buckets. The cannon, which is of English make, is a four-pounder and about 4 ft. 6 in. in length; it is in a wonderful state of preservation and bears on the barrel the name of the maker, Rogers; a crown; the legend, 4 lb.; and the date 1871. Within three years of its centenary this relic of the past has been unearthed from its long resting-place, and is left to the imagination to piece together its peculiar history. Of its youthful exploits nothing can be said; but at least we can follow it on its long voyage round the Cape of Good Hope, and watch its transference on board the Chinese to be mounted, perhaps on a war junk, until it speaks imperiously in the Huangpu. —*N. C. D. News*

S. S. "HUI SANG" SOLD.

BOUGHT BY HK. C. AND M. STEAMBOAT CO.

When we announced the sale last month of the *s.s. Lungshan* of the Macao-Canton service, to the Canton-Hankow Railway Co., we recalled a statement made by the chairman of the Hongkong, Canton and Macao Steamboat Co., Ltd., owners of the *Lungshan*, at the last half-yearly meeting of the shareholders of the Company. Mr. Robert Shewan said on 25th February last:—"Severe Chinese competition on the Canton-Macao line caused such a loss in the working of the small steamer *Lungshan* that your Board withdrew the vessel from the line pending other arrangements. This particular trade has been stagnant and without profit for many years, but with an economical and suitable vessel employed we shall hope to hold our own on the run. The matter has the attention of your Board. Increasing competition in which the actual owners of the vessels seldom receive or appear to look for any return on their outlay makes the opposition to much harder for us to struggle against, and in consequence your Board have to make greater efforts to obtain what we consider 'our fair share of the business.' The *Lungshan* has since been sold. In replacement of that vessel, information has reached us, which has been confirmed upon inquiry at the office of Messrs. Chi Wo & Co., that the Hongkong, Canton and Macao Steamboat Co., Ltd. has completed preliminary negotiations for the purchase of the *s.s. Hui Sang*, belonging to the Chinese firm, and until recently employed on the Hongkong-Kongmun trade. We understand that, until the overhauling and refitting of the *Hui Sang* are completed, the sale cannot be considered as effectively concluded. The *Hui Sang* is now in the hands of the Kwong Tak Cheong firm of shipbuilders at Bueghom, where she is being caulked and re-coppered besides having her saloon accommodation and fittings altered in order to suitably adapt her for the new run in which she will be engaged. She will be put on the Macao-Canton traffic.

In river shipping circles it is stated that the purchase of the *Hui Sang* is conditional upon the withdrawal by the Chi Wo firm of the *Hoi Ming* from the Hongkong-Macao trade. This vessel has, we understand, been transferred to the berth taken up by her sister ship previous to her sale, and as the Hongkong-Kongmun line is just as remunerative as that from which she has been withdrawn the excellent arrangement should be of advantage to both parties.

The *Hoi Sang* is practically a new steamer, having been built in 1904, at Mongkok, by the Kwong Tak Bing. Her dimensions are:—Length 165 ft., breadth 28 ft., depth to ft. Her tonnage is gross 456.71; net 284.8.

A CLUBBER BURLGAR.

OUTDISTANCES THE POLICE BY FIVE MINUTES.

By a matter of five minutes a burglar disappeared across the mainland. The story has already been told about the premises of Messrs. Diss Bros., in Wyndham Street, being broken into, and we have already said that the police had a clue to the intruder. To remind readers how the operation was performed, we may repeat part of the story which was given at the time. He made his entrance into the store through a broken fanlight. Once inside the premises the man began to search about for money. He prised open every desk and locked drawer in the office. Fortunately in none was any money found with the exception of the accountant's writing table from which \$4.50 was taken. The thief then directed his attention to the stock of materials on the shelves. That the man was acquainted with the tailor's business is safe to conjecture, as he did not attempt to remove any of the more valuable pieces of cloth, the exclusive pattern of which was stocked by Messrs. Diss Bros. would not have enabled their ready disposal without detection. The burglar pushed a few pieces of black and white lining out of a barred window to a confederate in the lane, and so, successfully effected the robbery. On making his exit from the shop through the fanlight the thief evidently sustained some injury by contact with the broken glass, for blood stains on the door step furnished ample evidence of the burglar's exploit. It is supposed that the theft was committed between 9 and 10 o'clock the other night. By great good luck the police discovered who the culprit was, but was unable to capture him because, as we have said before, they arrived five minutes too late. It was an exceedingly clever thing on the part of the police to discover an undoubtedly adept thief, to locate him within five minutes of the boat leaving for Canton.

Immediately after the robbery occurred the police were on the track. They found that the man had gone to an opium divan in the Central district with a bundle of cloth which he attempted to dispose of. His hands were cut and tobacco was in evidence with the obvious idea of cauterising the wounds which he had received in breaking the glass to enter the store. Failing to get rid of the loot he left the divan, and as far as the police know managed by some means to evade the detectives. It is believed that the man is in Canton, and it is a foregone conclusion that if he returns to Hongkong he will receive his deserts.

A WASHINGTON, rejoicing under the cognomen of Ho Wut, was arraigned in the Police Court, this morning, on a charge of being in unlawful possession of two gold studs valued at \$3. In effect, the evidence was that during the past few weeks the guests at the Hongkong Hotel had missed several articles of value. By accident a couple of gold studs were left in a shirt. The studs, which were alleged to have been misappropriated, were found in accused's possession. He could give no satisfactory explanation when questioned as to ownership. THE CASE is not yet concluded.

THE "POWAN" WRECK.

SOLD FOR \$750.

At their auction rooms, in the forenoon, to-day, Messrs. Hughes and Hough, auctioneers, put up for sale the wreck of the British river steamer *Powan*, as the now lies submerged near Cap-tai-mun Pass off Lantau Island, in one lot.

There was a fair attendance, included among whom were Messrs. W. E. Clarke, Secretary, Hongkong, Canton and Macao Steamboat Co., and a representative of Lloyd's, the underwriters. Bidding started at \$10 and advanced by \$50 until \$750 was reached, when the lot was knocked down to Mr. Robert Jack Mr. Gibson being the runner up.

The cargo of 162 bales of paper was sold to the same buyer at \$17, and afterwards, on the Hongkong, Canton and Macao Steamboat Co.'s wharf at 2 p.m., a quantity of ship's appurtenances salvaged from the wreck, comprising compasses, blocks, 3 life boats, brass, telegraph connections, deck awnings, stanchions, sidelights, handpump, table ware, etc. was sold in small lots, about eighty altogether.

ALLEGED EMBEZZLEMENT.

NETHERLANDS BANK SHROFF ARRESTED.

Chan Chan Ting, an accountant and shroff in the employ of the Netherlands Bank, was, in the Police Court, this forenoon, charged with embezzling certain funds belonging to the bank—Mr. Chan Ngai Ting. The sum at issue was \$391.06. From what was stated we learn that accused had only been in the employ of the bank for some fourteen months. On Saturday last his books were examined and errors were discovered. The police were then notified, and the arrest came about. Accused pleaded not guilty and the case was remanded for a week.

THE SUGAR TRADE.

VERY SATISFACTORY RESULTS.

The *Japan Chronicle* says:—The result of the Japan Sugar Refining Co.'s last half-year's working proves to have been very satisfactory. The report and accounts adopted at the general meeting held last week showed that the net profit for the period amounted to ¥953,265. Of this sum ¥66,750 will be paid as bonuses to the officials, leaving a balance of ¥886,515, which, added to the amount brought over from last account ¥2,091, makes the total available for distribution ¥2,977,565. Of this sum, ¥500,000 was placed to the legal reserve, and ¥200,000 (including ¥15,000 for the sinking fund) to the special reserve for redemption of debentures. The sum of ¥562,500 will be distributed as a dividend at the rate of 15 per cent., and the balance of ¥761,27 carried forward. It is explained that the amount placed to the special reserve has been increased to ¥200,000 from ¥50,000 thus allocated in previous periods, the increase being due to the issue of debentures to the amount of ¥700,000 for the purchase of the Dairy sugar refining mill. In issuing the debentures the company promised the banks which underwrote the issue to pay aside not less than ¥300,000 yearly to the sinking fund. A liberal sum has now been carried forward to next account, showing an increase of ¥74,000, and the dividend is limited to 15 per cent. This course, says the directors, is considered necessary for the protection of the interest of shareholders and improving the standing of such a large company. The construction of the Formosan Mill of the company is expected to be completed by November next, and the sugar refined there is expected to appear on the market early next year. The amount invested on the mill—about ¥2,300,000—will then return interest, with it is hoped a still better result to shareholders.

A meeting on the 28th ultimo of the representatives of the Japan, Yokohama, and Kobe Sugar Refining Companies agreed to stop entirely the production of sugar for the home market during June, in order to maintain the price, and prevent the loss which might result during the rainy season, when sugar stored is very liable to lose weight. When this resolution is carried into effect, the output will be reduced by 235,000 bags.

The *Ozaka Mainichi* takes exception to this resolution adopted by the sugar companies. Our contemporary observes that, though complaint is made of the small demand, the companies have already raised the price by the increased rate of excise. The present market may be a little lower than might be expected in view of the advance of crude sugar in price, but in trying to force up the market the companies are adopting a very selfish policy, especially in view of the large profits made. The reduced consumption is due to the fact that the higher price of sugar has reduced the demand. It is no use to try and force up the market artificially, and the companies will have to repeat such resolution so long as they try to keep up a high price. The *Ozaka Journal* recommends that the companies would do better in concentrating their energies on endeavouring to increase the export to China, as they have been able to purchase raw material cheaper than the Hongkong sugar mills, and are placed in an advantageous position in competition. It seems to us very improbable that the Japanese companies will be able to undersell in China the Hongkong companies, if only because of the great difference in the cost of labour in Hongkong and in Japan, the increase of taxes in the latter country having raised the cost of production to such an extent that the Hongkong refiners are easily able to undersell in Manchuria the Japanese product. However, we quite agree with our *Ozaka* contemporary that while the restriction of production in Japan may temporarily stimulate the market, the higher price it raises the greater the falling off in consumption.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CANTON-HANKOW RAILWAY.

BRANCH LINE TO SANUI.

[By courtesy of the "Sheung Po."] Canton, 18th June.

At a meeting of shareholders in the Canton-Hankow Railway Co. held to-day, the following three resolutions were passed:—

- 1.—To open a Bank in connection with the Railway.
- 2.—To call up the second instalment [due on the shares] less two years' interest.
- 3.—To build a branch line to Sanui as soon as permission is obtained from the Ministry of Posts and Communications.

YUNNAN-ANNAM RAILWAY.

PROPOSED CANCELMENT OF CONCESSION.

[By courtesy of the "Sheung Po."] Peking, 14th June.

The natives of Yunnan holding offices here have memorialized the Imperial Government to cancel the concession for the Yunnan-Annam Railway and to vest its control with them.

The matter has been referred to the Ministry of Posts and Communications.

THE PACIFIC FLEET.

WELCOME TO CHINA.

[By courtesy of the "Sheung Po."] Peking, 14th June.

The United States battleship fleet will visit Foochow and Amoy. The Waiwupu after consultation with the Board of Revenue has made an appropriation of four hundred thousand dollars to defray the expenses of a suitable welcome.

CHINESE TELEGRAPHS.

DISSENTING SHAREHOLDERS.

[By courtesy of the "Sheung Po."] Shanghai, 14th June.

The shareholders in Shanghai of the Chinese Telegraph Co. have decided to convene a meeting for the 20th inst. at the Yu Yuen Gardens.

Later.

The shareholders propose to appeal to the highest tribunal in Peking against the decision of the Board of Posts and Communications to buy back the shares in private ownership.

MOTION REFUSED.

IMPORTANT CASE FOR CHINESE TRADERS.

A most important question was brought up on a motion which was presented to the Supreme Court last week by the Hon. Mr. H. E. Pollock for an order to set aside judgments given against the Tung Shing Wo firm in November last on the ground that the defendants had never existed or had a place of business, nor had any of their partners ever been resident in the Colony of Hongkong; and that the debt in respect of which the actions were brought were incurred; if at all, in the Empire of China, and not in Hongkong; and that the orders in pursuance of which the writs in the actions were served by ways of substituted service were wrongfully obtained. Mr. Pollock was instructed by Mr. H. E. Pollock (of Messrs. Deacons, Lockyer, and Deacons), on behalf of the Tung Shing Wo firm, the defendants in the original action, and Mr. M. W. Slade (instructed by Mr. Crowther, Smith, & Co., Messrs. D'Almeida and Smith), appeared for the plaintiff. Argument was resumed this morning before the Chief Justice. His Lordship held that the motion should be allowed. Judgment accordingly.

Telegrams.

The British Navy.

London, 12th June. The *Daily Telegraph's* Portsmouth correspondent states that immediately the battleship *St. Vincent* is launched in September next, preparations will be made to lay down another battleship of 21,000 tons displacement and armed with 13.5 inch guns. The new ship may possibly be driven by gas engines, dispensing with funnels, and she will cost 2½ millions sterling.

The King's Visit to Russia.

Commenting on the meeting of the King and Tsar at Reval, the German press says that while the changes in European politics, especially as regards Macedonia, were overshadowed by the meeting, it was only natural that anxiety should be excited, but that the emphatic insistence on peace by both monarchs is destined to dissipate all fears.

MOROCCO.

13th June. Mulai Haide's entry into Fez seriously affects the situation, and will probably oblige France and other Powers to reconsider the position.

The Yunnan Rebellion.

A semi-official communiqué at Paris shows that France adheres to her demands on China, and also requires that the Chinese shall place no further obstacles to the carrying-out of French mining concessions in Yunnan.

The "Lusitania."

The Cunard liner *Lusitania* has arrived at Sandy Hook, having crossed the Atlantic in 4 days, 20 hours and 8 minutes, which is a record.

Later.

Sir Robert Hart on the Chinese Customs' Service.

Sir Robert Hart, interviewed by Router's representative, said that he thought the young Chinese would bow to a course of training, and be admissible to the Customs' service in four or five years. As time advanced, the foreign element would gradually disappear, but the service would remain much as at present during the currency of loans. Nothing can prevent China from becoming a world power, but she will move slowly, and it is unlikely that she will change from a friendly into an aggressive power.

China means to do something in Tibet, and she is seriously considering the development on commercial lines, the establishment of a postal system in that region.

Chinese Seamen in the United Kingdom.

Mr. Churchill assured a deputation of British seamen that it was not intended, to allow Chinese sailors in the United Kingdom, and that new regulations were being drafted requiring them to pass the language test, unless they could prove they were Britishers.

THE YARN TRADE.

IMPROVEMENT IN JAPAN.

The position of the Kasaka Spinning Company is reported to have much improved, says the *Japan Chronicle*. In the previous period the result of the working of the company was unsatisfactory, there being a large accumulation of raw cotton and yarn, the bills issued by the company standing at ¥200,000. Since January last the company has largely disposed of its stocks of yarn and redeemed the bills, the value of which is now reduced to about ¥20,000. In consequence, however, of the low price of yarn this year it is expected that the company will show a loss of some ¥20,000 on the working for the present period. The company has been selling yarn for ready money, and buying raw cotton in cash of late. By this means the company has been making some profit by saving interest and other expenses.

The opening of the third mill of the Fuji Spinning Company, which was completed in December last, was celebrated last week. It is stated that the cost of the mill, which covers 30,000 square of land, has amounted to ¥1,557,300. The number of spindles is 397,800, in addition to 11,000 used for twisted yarn, and the machinery is driven by electricity derived from water power. At the same time the opportunity was availed of for unveiling a bronze statue of Mr. Hibiyu, a well-known merchant of Tokyo, who has long been a director of the company. The statue has been erected on the ground of an Inari temple near Koyama Station on the Tokaido line, and bears an inscription stating that it is in commemoration of services rendered by him in developing the company.

In their report of 4th inst. on the Shanghai piece goods trade, Noel Murray & Co. write: "We understand that advice has been received from Japan that out of respect for the moral scruples of the governing powers in this country the Cotton Spinners Association in Japan has decided not to put lottery tickets or prize coupons in the bales of yarn shipped to China, only to other foreign countries." Another interesting piece of information has been published during the week that the U.S. Consul at Chiofo has reported, presumably to his Government, that the American (we had almost said the Italian) trade in Manchuria has been prohibited. And yet another is that the financial Committee of the House has by a large majority adopted a resolution to terminate the free port system in Vladivostok. That will be a blow to the export trade from this which is springing up should it come about.

HONGKONG VOLUNTEERS.

SMOKING CONCERT.

A very enjoyable smoking concert was held at the Volunteer Headquarters on Saturday night, when H.E. Sir Frederick Lugard kindly consented to be present at the annual distribution of prizes. The hall was tastefully decorated for the occasion. There was a large gathering of volunteers and citizens, and additional colour was lent to the occasion by the presence of several naval and military officers. H.E. The Governor graciously stayed to the end—which was at midnight—in interested and amused lister.

The following are the list of prizes won during the season:—

Blake Shield: For Musketry Course: won by No. 2 Company (late left half No. 1). Saunders' Cup: For 15-pdr. B.L. gun practice: won by No. 2 Company (late left half No. 1). Gascoigne Shield: For Maxim gun practice: won by No. 3 Company (late right half No. 2). Lugard Cup: For General Efficiency: won by No. 4 Company (late left half No. 2).

The above prizes, in the order named, were handed to Captains Wood, Armstrong, and Skinner on behalf of their respective Companies.

Bombardier Sorby won the Nathan Cup for all-round efficiency.

After the distribution of prizes, H.E. the Governor addressed a few words to those present. His Excellency said he did not intend to make a long speech. He thanked those concerned for their kindness in inviting him to present the prizes. He hoped that those who had the good fortune of winning prizes this year would be successful again next year. To those who happened just to miss the target, and for that reason the prizes, he wished better luck next time. He expressed a wish that the newly-formed Infantry Company, which consisted of only a few men at present, would have a fairly large number by next year, especially as the new Captain (Capt. Johnston) was a popular man.

Among those who contributed to the merriment of the evening were Messrs. Goldring and Moore, who gave several songs, and whose well-trained and powerful voices elicited ecstasies. Mr. Moore was obliged to render "The Yeomen of England" a second time. The comic element was supplied by Captain Parke, whose songs "Stand up" and "My School-Days", given in his usual catchy style, highly amused the audience. Captain Taylor, A.D.C. to the Governor, was also kind enough to give a song, "To: nitha", which was appreciated. Sapper Todd's song "The Admiral's Broom", which stirs the heart of every true Englishman, was a great success. Lieut. Northcott contributed one of his usual ticklish stories, which did not fail to tickle his audience. Staff Paymaster Gyles, of H.M.S. *Floer*, gave "The Drunken Sailor" in his inimitable style, and was heartily applauded. There were several other items too numerous to mention, and a few minutes before midnight, the National Anthem brought a very enjoyable evening to a close.

CHINESE TELEGRAPHS.

The Ministry of Posts and Communications has now practically decided to buy out all the mercantile shares in the Imperial Chinese Telegraph Administration in order to secure full control of the service, reports the Peking Correspondent of the *N. C. D. News* on 30th ult. The following reasons for this decision, are given:—

1. To convert the administration into a Chinese Governmental department.
2. To increase its capital to at least Tls. 5,000,000.
3. To repair thoroughly all cable and land lines where necessary.
4. To construct new lines in Manchuria, Mongolia and Tibet and also in some places in China proper for the general improvement of communications.
5. To reduce the charges, which are now many times higher than in foreign countries.

H.E. Ching Pi, President of the Ministry, is preparing a memorial on this question for Imperial sanction. The President is conferring with Duke sai Tsi, President of the Ministry of Finance, as to how funds may be raised for the purpose. Some high authorities in the Capital do not favour the compulsory purchase on the ground that the Government will lose confidence in the matter of future industrial enterprises, if Chinese merchants who have shares in the telegraph lines are compelled to sell them, as the service is a paying concern, though not so profitable as it might be, on account of heavy working expenses and other reasons which can only be guessed. In foreign countries, the Government gives certain subsidies in such big enterprises; but in China the practice is quite different, for the telegraphs as well as the C. M. S. Company have to pay royalties to the Manchou Government in return for its protection. I am informed on good authority that the Government received about Tls. 300,000 annually as royalty from these two companies.

Both companies are complaining of bad business and appear to need overhauling. H. E. Sheng Kung-pao was one of the principal founders of these two companies about thirty years ago when he was in North China under the late Viceroy of Chihli, Li Hung-chang. But both were taken from his hands in 1903 by H. E. Yuan Shih-kai for financial ends. Viceroy Yang has sanctioned the memorial of Tao-tai Li, Director of the Peking official telegraph office at Tientsin, suggesting that the control of the Chinese telegraph lines in Manchuria be taken back from the mercantile telegraph office to the French concession of that Treaty port because the lines were built by the Provincial Government of Chihli during the Japanese War.

"YELLOW PERIL" ON BRITISH SHIPS.

[From a Nautical Correspondent.]

It has been said again and again, and that by politicians of all parties, that we islanders would be starved out if our merchant service were stopped to any considerable extent for a period of three months. This is a fact we know, from the computation of actual figures; and, while not being in any present danger of such a calamity, it serves well to show us what there is before us in a probable serious derangement in our mercantile marine. This probability arises from the very rapid growth of the custom of employing Chinese seamen aboard home-coming British craft.

The time was when he of "the childlike smile and bland" (as Bret Harte wrote of him, with an irony that was almost equal to Antony's "Brius is an honourable man") was held on all waters, wherever his name was known, to be the incarnation of all the evils that could get out of the sight of land, or even gain an offing.

"CHINA TOWN" IN CARDIFF.

This reputation came chiefly from the almond-eyed one's downright devilishness as a pirate and a mutineer on the coast of his own Flowery Land. Hardly has that disruptive dropped into quietude than, lo! "Ching-Ching" emerges as the embodiment of all that a seaman should be, even in the eyes of a shipowner. He who came, over the horizon of British shipping, to be cursed, and was cursed inconsequently, has stayed to be blessed; and blessed, indeed, by those who cursed the most, the British ship's officer and his employer. Ten years ago, to the writer's knowledge, there was hardly a Chinese sailor shipping under the Red Ensign out of Cardiff; now there are some three or four hundred, with their regular boarding-hours off Butte-road, kept by their own compatriots, and these men are shipped continually by British officers in preference not only to the bad-named and long-since-ought-to-have-been-hunged and dog of a British merchant seaman, but even to the exclusion of that one-time entire perfection of nautical virtues, the Scandinavian sailor.

Where is the wickedness of all this? Can it be that "Ching-Ching" has indeed and truly put off the evilness of his make, as the serpent sloughs its skin, and emerged without so much as one hereditary blot of all that former blackness? If such a miracle be, and this phenomenal increase in the employment of Chinamen seems to prove it, then, in spite of our materialistic want of faith, the days of miracles are not gone yet. In Glasgow, in Liverpool, and in London—as we saw the other day, this employing of the "heathen Chinese" is going ahead like a racing clipper; so much so, in fact, that there is every probability of ugly work being done, should any serious breach of the peace occur in the matter, by the foreign element of our mercantile marine. Unlike the British seaman—as the writer has several times experienced—neither the "Dago," nor the "Dutchman," will be satisfied with the use of his fists, or a few chin-chin missiles of no formidable nature. With them it will be, quickly and not limitedly, the knife. The British sailor detests the Chinaman; but his foreign shipmate hates, and absolutely despises the yellow alien.

A DISQUIETING OUTLOOK.

Shipowners, especially those at Cardiff and Glasgow, who are persisting in the employing of Chinese sailors, declare that the latter are no cheaper, on the whole, than white seamen are. This we—who also know something of the items in the matter—are privileged to doubt. And, at the same time, it may be asked as a fair question: If the affair be one purely of the conduct of the men, why put aside the exemplary Scandinavian for one whose conversion to respectability at sea is as rash, as unadvised, and as sudden as Juliet said her love-contract was—and may be, in a way, as tragical? No, we know that it is not entirely a question of behaviour aboard that is bringing so many Chinese sailors under the Red Ensign. To-day mutiny by native seamen on British craft in the China Sea is not rare, neither is piracy. And nearer home, at Dartmouth, only a month ago, a whole "forward crowd" of this sort were sent to gaol for a month for refusing duty and threatening the officers with knives. A few months back a similar occurrence happened aboard a big packet, outward bound in the South Atlantic; but, happily, a stand of old rifles put matters into their proper order. Has such a thing been done by a British, or even a "mixed," crew during the past twenty years? We doubt it. At any rate, the outlook, even to the quiet mind that examines things, is decidedly disquieting; and that, too, in spite of the fact that the forward personnel of the British mercantile marine—owing mainly to its composite elements—is anything but a homogeneous body that will hold together in a given cause. In former struggles between employer and employed, in this vital branch of the nation's industrial life, the master won solely by the means of a lack of homogeneity in the strikers. The foreign element were enough to break the latter's camp. But in such a case as this, whereof we now see a beginning and hear more than we see, it would be all the "white against the yellow." And the result? A practically complete stoppage of our merchant service!—*Pail Mail Gazette.*

We hear on good authority that the case against Sergeant Randall will come before the Portuguese Court in Macao shortly, in the course of ordinary procedure, the fact that the Consul General was the prosecutor having made it impossible to try the case here. Dr. Nolasco, who arrived here a few days ago in connection with a civil case, was approached concerning the defence, but it appears, decided to take up his quarters at the N. C. D. News.

THE OPIUM QUESTION.

HONGKONG'S SCARE.

The *Calcutta Daily News* says:—The news from Hongkong, that the Chamber of Commerce predict disaster to the Colony's prosperity if the opium dens are shut down, seems to reflect somewhat on the source of that prophecy. It seems an odd thing that the Chamber of Commerce should take such a view. If the Chamber of Commerce were to say that the closing of the drink shops would be a dreadful calamity to the prosperity of the city, everyone would laugh. Of course, however, the Chamber know what they are talking about and probably they are protesting merely against the hypocrisy of the whole thing and the impossibility of the whole thing for a Government goaded by wild missionaries often bites off more than it can chew.

THE PIECE-GOODS TRADE.

AN OPEN LETTER BY A LEADING CHINESE MERCHANT.

The trade of Shanghai greatly exceeds that of any other port, while the largest branch of trade in the port is that in piece-goods. Since 1900 foreign firms have all started branch houses in Tientsin and Newchwang, where their agents have been able to deal directly with purchasers. In consequence of this the distributing trade of Shanghai decreased immediately. Indeed, since the troubles of the year before last the trade in coloured piece-goods has almost been ruined. Moreover, those engaged in this particular business suffered in addition great losses *sub rosa*. This, it may be stated, has been the origin of the losses suffered by Chinese merchants. Still more serious a harm to the trade has been the starting of new foreign firms which engage shroffs to go about and recklessly invite people to make contracts for goods. As a matter of fact there have been opened several tens of new foreign houses, all of which engage shroffs to bring business to the house. These shroffs only desire to effect a contract for their house without making any distinction as to whether the dealers they make such contracts with will be able to take them up or not in the future. New there has always been an ascertained limit in the trade in coloured piece-goods. If the supply exceeds the demand disaster becomes apparent at once. The amount of these goods at present in stock which represents one year's supply is sufficient to fill the demand of three years. Is it to be wondered then that there is a stagnancy in the trade? In addition to this exchange has "shrunk" to such an unprecedented extent that piece-goods men have one and all suffered great losses therefrom.

A perusal of the daily papers, shows long lists of foreign houses who have brought suits against Chinese houses for failing to take delivery of goods. No day passes in which the papers do not report at least one or two such cases tried in the Courts. As a result, there are proprietors of houses that have been sued by foreign houses who have been forced to close business. Prior to being sued these proprietors have been able to borrow here and there as running concerns; but no sooner were the summonses out than confusion began, rendering it impossible for the proprietors to keep their houses open any longer. Those who manage to learn beforehand that steps are being taken to sue them have been known to abscond. Even if they become subsequently caught, and are imprisoned in the Mixed Court no one has yet heard of any of the foreign plaintiffs receiving back both principal and interest in full. For this reason it is necessary to come to some arrangement for the common good, and we have addressed this straightforward letter to heads of foreign firms with such an object in view.

Never has trade been so bad in Shanghai as at the present time. In former times proprietors of houses acted cannily. Although possessed of much money, no sooner did it become apparent to them that they would lose money on a contract than they would pretend to be on the verge of bankruptcy and fail to take delivery of their goods. As soon as, however, they learn that proceedings are to be taken against them then, fearing to lose their own good name, they hasten to ask some one to go on their behalf to the plaintiffs before the case comes to Court to try to come to some arrangement. Instances have been known even where claims have been paid up in full. It is not so at the present time. During the years gone by people have become exhausted in energy and resources. There is yet another class of people, who knowing that they have lost money, therefore, make a large number of contracts with the object like the gambler of gaining or losing by the single cast of a die. Proprietors of such houses even if you punish them by having them sawn asunder, it is to be feared, have only their lives to offer as they possess nothing substantial. Moreover, out of every hundred houses we cannot find more than one or two able to stand independent. How then can it be expected that by entering suit against all these houses there is any chance of settling matters? We do not say that foreign houses ought to sue, we really mean to suggest that by entering suit foreign houses needlessly spoil the market without obtaining any advantage for themselves. If one does not sue he can make the dealer take delivery of goods at the selling market rates. By so doing he will be able to obtain from seventy to eighty per cent of the value of his goods. The loss will, therefore, be only twenty to thirty per cent. The dealer who has lost money will always seek to better matters so that he will be able easily to make good the twenty per cent to thirty per cent loss. If, on the other hand, the dealer is sued, he finds himself under arrest and put into confinement. He, therefore, has no opportunity to go about to seek for purchasers of his goods. The foreign house naturally then gets hold of some one to take the imprisoned dealer's place in seeking for purchasers. The substitute, however, being ignorant of the business through which the imprisoned dealer has been accustomed to sell

To-day's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

NOTICE is hereby given that ALBERTO DEMER BARRETO, a partner of the firm of CRUZ BASTO & Co. of Hongkong, Merchants, has, on the 1st day of May, 1908, applied for the registration, in Hongkong, in the Register of Trade Mark, of the following Trade Mark:—

A five-pointed Star within a Crescent and the words "Red Crescent and Star Brand" in the name of CRUZ BASTO & Co., of Hongkong, Merchants, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicant since the month of October, 1906, in respect of CAMPHOR in Classes 1, 2, 3 & 4.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 11th day of June, 1908.

WILKINSON & GRIST,

Solicitors for the Applicants.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN."

Captain Evans, will be despatched for the above Ports, on FRIDAY, the 19th instant, at 2 o'clock P.M.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co.,

General Managers.

Hongkong, 15th June, 1908. [598]

COMPAGNIE DES MESSEGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONIEN."

Captain Lemonnier, will be despatched for the above Ports on or about the 22nd inst.

For Freight or Passage, apply to

P. NALIN,

Acting Agent.

Hongkong, 15th June, 1908. [599]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR."

Captain A. Stewart, will be despatched for the above Ports, on THURSDAY, the 25th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED

Agents.

Hongkong, 15th June, 1908. [596]

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 17th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 15th June, 1908. [597]

his particular line of goods cannot, therefore, obtain as good prices as the said dealer. The substitute, moreover, charges commission on sales, and this makes the foreign house's losses still greater. Furthermore, the chances are that the substitute, being also a piece-goods dealer, may also have goods in some other foreign house which he has been unable to take delivery of. Such being the case this same substitute may himself be a defendant in due time at the Mixed Court, and also find himself imprisoned, which puts another piece-goods man in the hands of the law, while the piece-goods market has one man less to sell goods.

In a word, if every piece-goods dealer finds himself sued and as a result all are imprisoned, fettered and unable to go about their business, what will be the result? What will the plaintiff houses do to settle matters under such circumstances? Do foreign houses think that by merely entering suit against a dealer they will be able to hand over the money to the banks? The piece-goods trade is indeed in critical circumstances. In the interest, therefore, of proprietors of houses, of the heads of foreign houses and of all whose trade is in piece-goods I (we) exhort you all to come to some working arrangement of mutual give and take. There is nothing better than this. What do I (we) mean by the words "Tung Jung" (working arrangement of mutual give and take)? It is to allow the dealer to take delivery of his goods at the selling market rate and that he be given a limit of time to make good the deficit arising therefrom. This is the whole question contained in a nutshell.

Let the past be the past, while the future will readjust itself. It is my (our) hope that proprietors of houses who have been golly, of reckless contract making, and those foreign houses which have recklessly allowed the making of such contracts will not forget the great difficulty of the present day, and hasten to come to some mode of procedure which shall grant against a repetition of such dangers. All of us will be fortunate indeed. —N. C. D. News.

Remember the Phrase
**TRY IT AGAIN,
TRY IT AGAIN.**
Now entirely under
NEW MANAGEMENT.
"WE NEVER SLEEP"
A PRIVATE BAR
and a
PUBLIC BILLIARD ROOM
will be opened
shortly.
O. E. OWEN,
Proprietor.
Hongkong, 15th June, 1908.

Intimations.

THE ROBINSON PIANO Co., LTD.

SPECIALISTS IN High Class Pianos

BY THE

Leading Makers

OF THE

WORLD.

STEINWAY, BECHSTEIN, BRINSMEAD, WERNER,

and other makes of repute.

ALL PIANOS SPECIALLY CON-

STRUCTED FOR TROPICAL

CLIMATES AND FULLY

GUARANTEED.

Special Prices for Cash

OR

EASY PAYMENTS.

INSPECTION INVITED.

Hongkong, 4th June, 1908. [595]

KOWLOON HOTEL.

OH! VERY BAD.

OH!! VERY BAD.

BUT

Remember the Phrase

TRY IT AGAIN,

TRY IT

AGAIN.

Now entirely under

NEW MANAGEMENT.

"WE NEVER SLEEP"

A PRIVATE BAR

and a

PUBLIC BILLIARD ROOM

will be opened

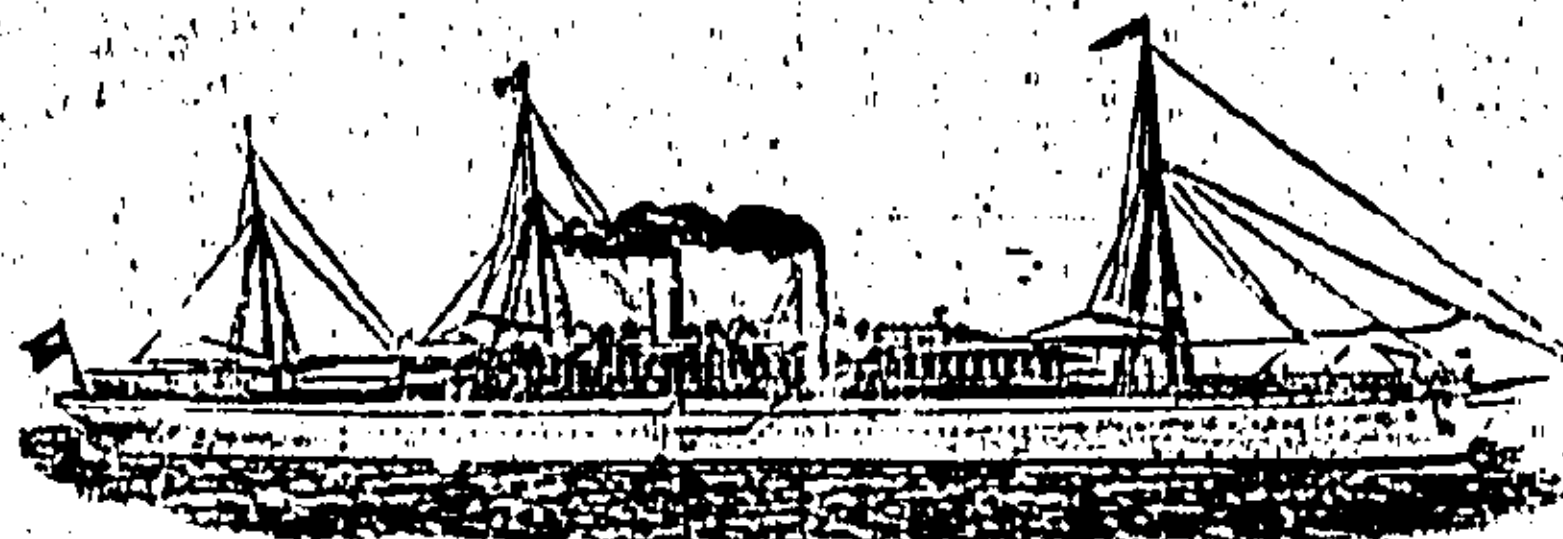
shortly.

O. E. OWEN,

Proprietor.

Hongkong, 15th June, 1908.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ZENNOX"	3,700	THURSDAY, June 18th	July 17th
"EMPEROR OF JAPAN"	6,000	SATURDAY, July 4th	July 25th
"MONTEAGLE"	6,163	SATURDAY, July 11th	Aug. 4th
"EMPEROR OF CHINA"	6,000	SATURDAY, July 25th	Aug. 15th
"GLENFARG"	3,700	SATURDAY, Aug. 8th	Sept. 6th
"EMPEROR OF INDIA"	6,000		

(Subject to Alteration).

S.S. "EMERALD" and "EMERALD OF JAPAN" are Freighters only and do not carry Passengers.
"EMERALD" steamships depart from Hongkong at 4 P.M.
S.S. "EMERALD," "EMERALD OF JAPAN," and "EMERALD OF INDIA" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Fast Mail Steamships, 14,500 tons register, thus providing a comfortable and speedy route to Europe.

Hongkong to London, 1st Class Canadian Atlantic Ports or New York £71.10.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... £40. " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.
R.M.S. "EMERALD" carries "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points around the world.
SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
W. GRADDOCK, General Traffic Agent for China, &c.,
151, Collier, Palmer Street and Praya, Opposite Black Pier

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	WANGHONG	TUESDAY, 16th June, Noon.
SHANGHAI	HONGKONG	WEDNESDAY, 17th June, Noon.
TIENSIN	CHEUNGSHING	THURSDAY, 18th June, Noon.
SANDAKAN	MAUSANG	THURSDAY, 18th June, 4 P.M.
MANILA	LOONGSANG	FRIDAY, 19th June, 4 P.M.
SHANGHAI, YOKOHAMA, KORE	NAM SANG	TUESDAY, 23rd June, Noon.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	WEDNESDAY, 24th June, Noon.
MANILA	YUE SANG	FRIDAY, 26th June, 4 P.M.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.
The steamers *Kaitang, Namsang and Fooksang* leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Island Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin and Newchwang.
For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 61.
Hongkong, 15th June, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO & TIENSIN	"HUICHOW"	16th June, 4 P.M.
MANILA	"TEAN"	16th " "
AMOI & SHANGHAI	"KUIKIANG"	16th " "
CEBU & ILOILO	"KAIFONG"	17th " Noon.
HOIHOW & HAIPHONG	"CHIELI"	18th " 4 P.M.

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.
[13]



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	Almond	MANILA	SATURDAY, 20th June, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 27th June, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.
[12]

Hongkong, 15th June, 1908.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOI AND FOCHOW.

THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the above Ports, TO-MORROW, the 16th instant, at 2 o'clock P.M.

For Freight or Passage, apply to
DOUGLAS LAFAIR & CO.,
General Managers.
Hongkong, 15th June, 1908. [593]

"SHIRE" LINE OF STEAMERS, LTD.
FOR LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE"
will be despatched for the above Ports on the 20th June, 1908.

To be followed by
S.S. "CARNARVONSHIRE"
sailing on or about 10th July, 1908.
For Freight and further Particulars, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 15th June, 1908. [597]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"
Captain St. John George, will be despatched as above on THURSDAY, the 25th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 9th June, 1908. [579]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Tremont	9,606	Garlick	1st July, 1908.
Superior	6,232	Shotton	23rd July.
Kumari	6,232	Cowley	19th Aug.
Shawmut	9,606	Roberts	12th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION.
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

* Steerage—Passengers only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings.
Hongkong, 10th June, 1908. [19-30]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG"Capt. H. W. WALKER.

"KWONG SAI"Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).
Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.
Meals \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 4, Queen's Road West.

Hongkong, 15th June, 1908. [51]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM
FOR

STRAITS, OCEAN, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA,"
Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Malabar*, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Peninsular*, due in London on 9th August, 1908. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 15th June, 1908. [7]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With liberty to call at the Malabar Coast).

THE Steamship

"OCEANO,"
will be despatched for the above Port, on or about THURSDAY, the 25th June.

For Freight, apply to
ARNHOLD, KARBURG & CO.,
Agents.
Hongkong, 12th June, 1908. [540]

Intimations.

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

WEEK DAYS.	
7.00 a.m.	
7.30 a.m. to 9.30 a.m.	...Every 10 minutes
9.30 a.m. to 11.00 a.m.	...Every 15 minutes
11.30 a.m. to 12.45 p.m.	...Every 15 minutes
12.45 p.m. to 1.15 p.m.	...Every 10 minutes
1.15 p.m. to 1.45 p.m.	...Every 15 minutes
1.45 p.m. to 2.15 p.m.	...Every 10 minutes
2.15 p.m. to 3.00 p.m.	...Every 15 minutes
3.30 p.m. to 5.00 p.m.	...Every 15 minutes
5.00 p.m. to 8.00 p.m.	...Every 10 minutes

PEAK.

Armstrong, J.	Hutchinson, Capt. and
Atcott, E. F.	Mrs.
Burton, Major	Irving, Edward
Brister, Mr.	Jones, R.A.M.C., Major
Clarke, F. S.	T. P.
Coke, Lt. & Mrs. B. E.	Keat, Mr.
Daniell, Fred. W.	Keat, Mr. and Mrs.
Daniel, Water J.	Keat, R.A. Col.
Darling, Col.	Krauss, E. L.
Debnahrd, Mr.	Launing, Albert E.
Dooner, Capt.	Lander, Major
Enzies, Rev. and Mrs.	Logan, Major and Mrs.
Dallas	Malden, Geo.
Ellis, Mrs.	Martin, R.
Evans, Miss	McConery, Mr. & Mrs.
Falconer, Mr.	McGregor, Mr. & Mrs.
Flock, Capt. and Mrs.	McHutchon, Mr.
Fromastle, Mrs. and	Mitchell, R.
maid	Moak, S. D.
Fuchs, Mr.	Pescio, Mr.
Galbraith, Mr.	Rd., Lieut.-Col.
Gompers, H. H.	Riand, Mr. and Mrs.
Greenhill, L. S.	
Hall, J.	Sayer, G. W.
Hastan, Mr. and Mrs.	Sinclair, A.
Hell, P.	Smith, A. Findlay
Hett, Mr. and Mrs.	Stevens, Mr.
Hill, E. E.	Stopan, Mr.
Hockaday, W. T.	Wakefield, Mrs.
Hodgies, Mrs. & child	Watkins, Mr.
Hogge, Mrs.	Wildes, A. P.
Howard, Mrs.	Worbrook, Mr.

NA STATION.	
CAPTAIN.	LAST REPORTED AT.
G. T. K. Fuller	Japan
E. H. Edwards	Pacific Station
E. O. Ryan	on route Weihaiwei
E. Esbake	Japan
Commander R. O. Bridgeman	on route Hongkong
Commander F. B. Noble	Hongkong
B. L. Majumdie	Shanghai
Wilson, W.M.	Hongkong
C. D. S. Raikes	Japan
Commander A. L. Gresson	Japan
Commander Nugent	Hongkong
Commander W. H. Darwall	Japan
Commander Dickens	Shanghai
Commander C. A. Framantile	Japan
C. A. Marecaux	Japan
Commander Baker	Japan
Commander S. H. Tenyson	Yangtze
F. H. Walter	Jessellon
W. Smith	Hongkong
Commander C. C. Walcott	West River
Commander R. S. Roy	Yangtze
Commander J. White	Hongkong
Commander H. R. Tickell	West River
Commander Alan Dixon	Hongkong
Commander	Yangtze
R. H. S. Stokes	Hongkong
Commander H. R. Godfrey	Yangtze
Commander H. T. Attlay	Yangtze
Commander Stevenson	Japan
Commander H. P. Douglas	Port Swettenham
Commander J. Kiddle	Hongkong
Commander J. F. Knox	Yangtze
Commander J. H. R. V. Cottrell-Dorman	Yangtze
Commander G. R. Livingsstone	Yangtze

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE DIVIDEND PERCENTAGE BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	123,000	\$125	\$125	\$1,500,000 \$1,500,000	\$2,000,387	{Final of £2 on old and £1.10/- on new shares for 1-year ending 31.12.07	{ \$755 buyers { London £78.10/-
Nations Bank of China, Limited	9,025	£7	£6	{ £12,735 { \$300,000	\$71,293	\$2 (London 3/6) for 1907	\$51
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 { \$219,018 { \$401,959	none	\$20 for 1906	\$235 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 100,000 { Tls. 48,943	Tls. 204,424	Interim of 7/6 ex 3/4 for 1907	Tls. 77
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 { \$50,000 { \$456,407 { £125,137.15/- { \$434,134	\$506,011	{Final of \$15 making \$45 for 1906 and { Interim of 3/4 for 1907	\$795
Yangtze Insurance Association, Limited	12,000	\$100	\$50	{ \$1,000,000 { \$199,032 { \$85,157	\$591,763	\$1 and bonus \$5 for 1906	91 % \$154 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$30	{ \$1,000,000 { \$146,007 { \$13,800	\$372,432	\$6 and bonus \$2 for 1906	8 1/2 % \$92 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,315,941	\$228,027	\$27 for 1906	8 1/2 % \$315
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$20	{ \$7,000 { \$204,038 { \$96,088	\$1,053	\$1 for 1906	\$15
Douglas Steamship Company, Limited	70,000	\$50	\$50	{ \$250,000 { \$25,000 { \$25,000	Nil.	\$4 for year ending 30.11.07	10 1/2 % \$37 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	9,000	\$15	\$15	{ \$25,000 { \$25,000 { \$25,000	\$18,437	{ \$1 1/2 for and half-year making in all \$2 1/2 { for year ending 31.12.07	7 1/2 % \$29 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred) ...	60,000	£5	£5	{ Tls. 75,000 { Tls. 14,510	£3,694	5/- for 1906 @ ex 2/2 = \$2.24 per share ...	3 1/2 % { \$38 { \$24
Indo-China Steam Navigation Co., Ltd. (Deferred) ...	60,000	£5	£5	{ Tls. 75,000 { Tls. 14,510	£3,694	5/- for 1906 @ ex 2/2 = \$2.24 per share ...	3 1/2 % { \$38 { \$24
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 75,000 { Tls. 14,510	£3,694	5/- for 1906 @ ex 2/2 = \$2.24 per share ...	3 1/2 % { \$38 { \$24
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £1,871 { \$65,000 { \$47,221	\$98	{Final of Tls. 1 1/2 making Tls. 3 1/2 for 1907 ... { Second interim of 1/- (Coupon No. 9 for { 1/4 1907	{ Tls. 43 sellers { Tls. 51 1/2 buyers { 45/-
Star Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 96,000 { Tls. 419,479 { Tls. 62,000 { Tls. 81,200 { Tls. 30,000	£18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 % Tls. 49 sellers
REFINERIES.							
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$450,000	\$9,218	\$8 for year ending 31.12.05	\$130
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	none	\$3 for 1897	\$22
Penak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 8,935	Tls. 1 (8 %) for year ending 31.8.05	Tls. 77 1/2 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £150,000 { £84,398	£11,556	Interim of 1/6 (No. 10 for account 1908	7 1/2 % Tls. 26 sellers
Raub Australian Gold Mining Company, Limited {	50,000	£1	£1	{ £150,000 { £84,398	£11,556	No. 12 of 1/- = 48 cents	\$8
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ £64,124	\$3,726	\$1.75 for year ending 31.12.06	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd. ...	6,000	\$50	\$50	{ £26,866 { \$40,000 { \$100,000	\$3,556	Final of 1/4 making 5/8 for 1907	6 1/2 % \$51 1/2
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$100,000 { \$50,000	\$44,442	Final of 5/8 making 3/4 for 1907	7 1/2 % \$107
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 { Tls. 69,257 { Tls. 75,000 { Tls. 125,000	15,20,459	Interim of Tls. 2 1/2 for six months ending 31st October, 1907	7 % Tls. 87 buyers
Shanghai and Hongkew Wharf Company, Limited ...	16,000	Tls. 100	Tls. 100	{ Tls. 69,257 { Tls. 75,000 { Tls. 125,000	Tls. 22,626	Final of Tls. 9 making Tls. 17 for 1907	7 1/2 % Tls. 234 1/2 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 { \$30,000 { \$10,000	Tls. 6,531	Tls. 6 for 1907	6 % Tls. 100 1/2 buyers
Astor House Hotel Company, Limited (Shanghai) ...	10,000	\$25	\$25	{ \$30,000 { \$10,000	\$10,908	\$2 1/2 for year ending 30.6.07	10 1/2 % \$21 buyers
Central Stores, Limited	50,125	\$15	\$15	{ \$64,075 { \$43,075	\$253	\$1.80 for 1906	\$107
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$64,075 { \$43,075	\$253	Final of 3/4 making 5/8 for 1907	7 1/2 % \$95
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	{ \$250,000 { \$217,426	\$36,913	{Final of 3/4 making in all \$7 for year { ending 31.12.07	7 % \$100 sellers
Humphreys Estate & Finance Company, Limited ...	150,000	\$10	\$10	{ \$50,000	\$4,621	70 cents for 1907	7 % \$10 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none	1653	5/8 for 1907	6 1/2 % \$26 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 { Tls. 170,000	Tls. 107,547	{Final of Tls. 3 and bonus of Tls. 2 making { in all Tls. 5 for 1907	6 1/2 % Tls. 121 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$1,541	{Final of \$2.10 making in all \$4.10 for year { ending 31.12.07	8 1/2 % \$48
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd. ...	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 { Tls. 23,276 { \$50,000	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 % Tls. 58
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 23,276 { \$50,000	\$14,269	50 cents for year ending 31.7.07	4 1/2 % Tls. 111
International Cotton Manufacturing Company, Ltd. ...	10,000	Tls. 75	Tls. 75	{ Tls. 150,000	Tls. 8,519	Tls. 6 for year ended 30.9.06 (8 %)	Tls. 63 buyers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	none	Tls. 8 for 1906	Tls. 77 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	Tls. 255 sales
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,200 { \$25,000	£698	1/3 per share for 1906	9 % \$7 1/2
China-Borneo Agency, Limited	60,000	\$12	\$12	{ \$25,000	Nil.	\$1.20 for 1907	11 % \$7 1/2 buyers
China Light and Power Company, Limited	10,000	\$10	\$10	{ none	\$25,000	60 cents for year ended 28.2.06	16 1/2 buyers
China Provident Loan & Mortgage Company, Ltd. ...	125,000	\$10	\$10	{ \$120,000 { \$50,000	\$3,593	80 cents for 1907	8 1/2 % \$9 1/2 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$1,000 { \$1,000	\$2,074	\$1.30 for year ending 31.7.07	6 1/2 % \$30
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$2,200 { \$5,000	\$78	Final of 75 cents making in all \$1 1/2 for 1907	11 1/2 % \$11
H. Price & Company, Limited	12,000	\$10	\$10	{ \$5,000	\$251	75 cents for 31.12.07	6 1/2 % \$5 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000	\$115,002	\$2 1/2 for year ending 28.2.07	13 1/2 % \$19 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$9,321	11 and bonus 20 cts. for year ending 29.2.08	7 1/2 % \$16
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$123,000 { none	\$4,578	Final of \$15 making in all \$19 for 1907	8 1/2 % \$225 sales
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ none	\$8,191	Final of \$1.20 making in all \$2 for 1907	8 % \$25 buyers
Maatschappij tot Rijp, Boort en Landbouw- exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 547,500 { Tls. 27,603	Tls. 17,127	Interim of Tls. 10 for 1st quarter	6 1/2 % Tls. 520 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$5,000	\$7,314	{80 cents on fully paid shares and 6 cents on { \$1 paid shares for year ending 30.4.08	6 1/2 % \$14
Peak Tramways Company (new)	75,000	\$10	\$10	{ none	Nil.	None	4 % \$8
Philippine Company, Limited	75,000	\$10	\$10	{ none	Nil.	Final of Tls. 4 making Tls. 7 1/2 for 1907	7 % Tls. 109 sellers
Shanghai Gas Company, Limited	34,000	Tls. 50	Tls. 50	{ Tls. 100,000 { Tls. 24,820 { Tls. 75,000	Tls. 6,603	Final of Tls. 9 making in all Tls. 14 for 1907	15 % Tls. 90 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 { Tls. 75,000	Tls. 8,493	Final of 37/6 making 52/6 for 1907	11 % Tls. 385 sales
Shanghai Waterworks Company, Limited	16,350	£20	£20	{ Tls. 190,000	Tls. 58,332	None	6 1/2 % \$23 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ none	\$41,934	40 cents for year ending 31.5.07	\$6
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none	\$478	Tls. 6 1/2 for year ending 30.4.07	4 1/2 % Tls. 97 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 { Tls. 4,000	Tls. 201	50 cents for 1906	6 1/2 % \$11
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none	\$112	{80 cents on 9,000 ord. shares and \$19.80 on { 100 Founders shares for yr. end. 31.5.07 { Final of 30 cents = 3/4 = making 60 cents { for year ending 31.12.07	6 1/2 % \$13
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	{ \$35,000	\$1,360	{Final of 30 cts. making 80 cts. for the { year ended 30th June, 1906	6 % \$5 1/2 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 { \$25,000	\$16,438	None	\$5 1/2 buyers
William Powell, Limited	15,000	\$10	\$10	{ none	\$41	None	\$5 1/2 buyers

* These shares are entitled to half of the profits.

DIVIDENDS PAYABLE:—

Intimations.

ACHEE & CO.

ESTABLISHED 1850

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR EASTMAN'S

REQUISITES.

KODAKS, FILMS,

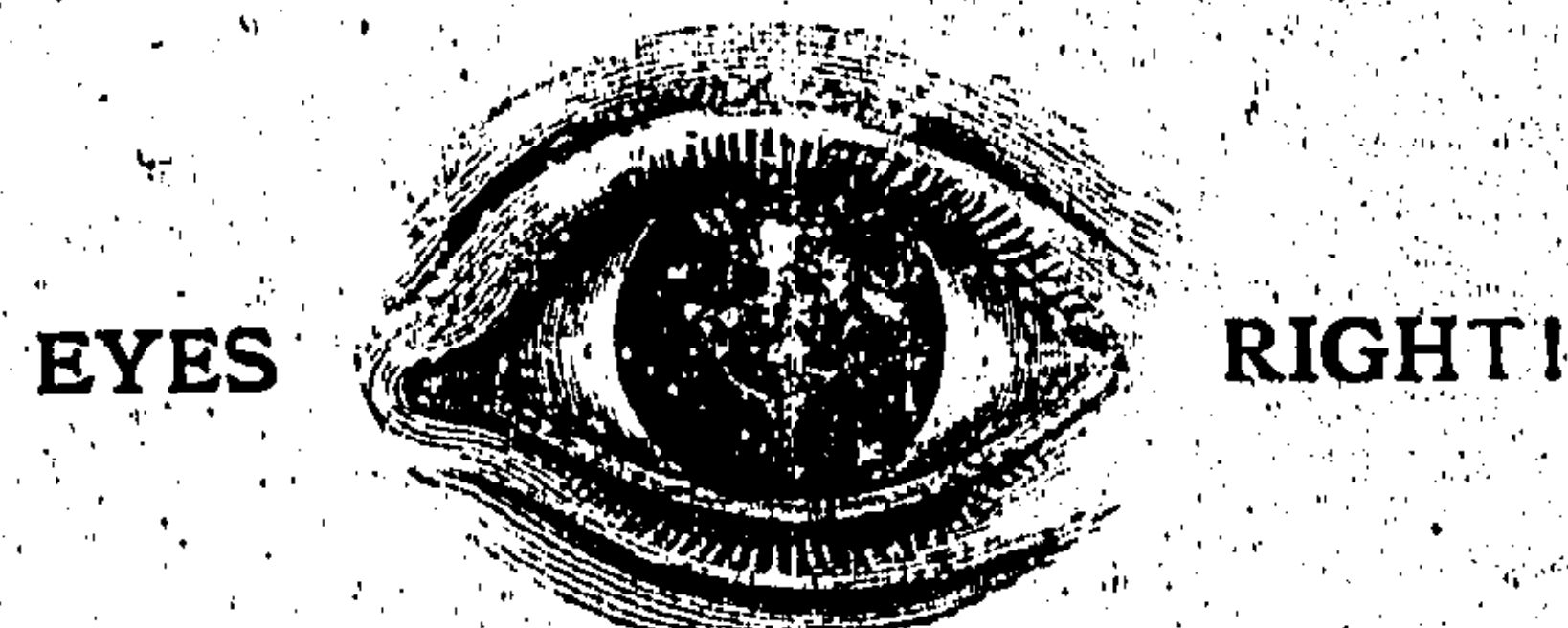
&c. &c. &c.

AND ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 15th May, 1908.



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask or write for Illustrated Booklet on "Defective Sight,"—free.
LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bantick Street 566, Nanking Road
Hongkong, 4th March 1908. (4)SWATOW DRAWN WORK
COMPANY,

38, WELLINGTON STREET.

Dealers in all kind of
HAND-MADE DRAWN CHINESE
LINEN, GRASS CLOTH, &c.,all of the best quality;
ALSO
SWATOW BEST PEWTER-WARE.
CANTON EMBROIDERY and CHINESE
LACES,all from the best French patterns.
HONGKONG AND SWATOW.

Hongkong, 10th October, 1907. (5)

TYPEWRITERS

FOR SALE, REPAIR AND HIRE.

PRICE VERY CHEAP.

NEW BICYCLES

('HUMBER')

\$100 each

Repair Undertaken.

MOTOR LAUNCHES

FOR HIRE

from \$2 per hour.

SOLE AGENT FOR

THE
FAMOUS HUMBER
CYCLES.

DRAGON CYCLE

DEPOT,

NOTE NEW ADDRESS:

31 & 33 DES VEAUX ROAD.

Hongkong, 14th May, 1908. (4)

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND
SPLENDID STOCK OF

FRENCH MILLINERY,

VARIOUS SHAPES AND COLOURS.

SHOES! SHOES! SHOES!

BLK. AND TAN GLACE KID
from the best American Manufacturers.FLANNELS, TWEEDS, SERGES,
Ladies' DRESSING GOWNS
and JACKETS.Samples on application. Coast
ports orders carefully executed.

Hongkong 3rd January, 1908. (6)

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,

HONGKONG.

Hongkong, 3rd September, 1907. (6)

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLEWORK.Gentlemen's Shirts made to order, and Collars
and Collars renewed on old ones.Ladies' and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.The Superiores will also be most grateful
for any PAPER, or OLD ENVELOPES to be made
into Books for the Children of the Poor School,
who are taught by the Sisters.

Hongkong, 1st April, 1908. (6)